

# The American Observer

*A free, virtuous, and enlightened people must know well the great principles and causes on which their happiness depends. -- James Monroe*

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## U. S. Shipping Shows Strength In Crisis

**Restrictions on Our Merchant Vessels Have Not Brought Expected Ill Results**

**MANY TRADE SHIFTS MADE**

**New Markets, Notably Latin America, Make Up for Loss of Commerce with Europe**

Today, no American vessel is permitted to enter ports of the European nations which are at war. Nor can they enter ports lying in the so-called "combat area" which surrounds practically all of western Europe. This combat area extends from a point just below Bergen, Norway, in the north, to a point just below Bilbao in Spain. In addition, American ships are forbidden to carry passengers and cargo to the North African possessions of France or to most of the ports of Canada located on the Atlantic. Today, American vessels are barred from the great ports of Europe—from Liverpool and Southampton, from Cherbourg and Bordeaux, from Hamburg and Bremen. Even such neutral ports as Rotterdam and Antwerp are included in the forbidden area.

### Restrictions on U. S. Shipping

These restrictions upon American shipping are part of the Neutrality Act, which was passed by the special session of Congress last November. The purpose of the prohibition was to avoid the danger of having the United States become involved in the European war. It was felt that if vessels flying the American flag were permitted to carry goods to the nations at war, there would be incidents. Ships would be sunk, American lives lost, and property destroyed. Incidents such as these might stir up feeling in this country to the point where the United States might enter the war.

Praiseworthy as this objective was, it was felt that the Neutrality Act would raise havoc with American shipping. Eighty American vessels—one-fourth of the total engaged in foreign trade—were affected by this restriction. Many others were affected, though less severely, for they were prevented from stopping at certain ports in the Mediterranean, the Baltic, and the Scandinavian countries.

What would happen to these ships? Would they be laid up in American harbors for the duration of the war? Would the 5,000 American seamen whose livelihood depended upon their operation be thrown out of jobs? What effect would the Neutrality Act and the war have upon the American merchant marine, which Congress had striven to build up? What effect has the law actually had upon American shipping, nearly half a year after the Neutrality Act went into effect? Before undertaking to answer these questions, let us turn briefly to the American merchant marine and to the role it has played in our overseas commerce.

By "American merchant marine" we mean the merchant vessels which are registered as American ships. A few of them are owned by the United States government, but most of them are owned by private shipping companies. They fly the American flag, employ American sailors, and operate under American laws. Altogether, there are 326 vessels engaged in foreign commerce. This figure does not include the ships which ply their way up and

(Concluded on page 8)



TAKING ON CARGO

MATSON LINES

## A Call We Should Heed

By WALTER E. MYER

An appeal is now being made in the schools of America for aid to refugee children in the war-torn nations. This appeal is worthy of whole-hearted support. The need of help is very great. It is hard for us to realize the suffering of the European refugees rendered homeless by war and persecution. In many cases they are without adequate food and clothing, and without means of making a living. Humane people everywhere are appalled by the tragedy which is being enacted before their eyes; by the suffering, the sorrow, and the despair of millions. The most pitiful victims of all are the children, for they cannot understand the cruel forces which are bearing down upon them. These victims are not confined to any nationality or race or creed.

We are helpless as we view the forces which are making for war and slaughter. We cannot stop the war, but we can do something to lighten the sufferings of the victims. That is the idea behind the campaign which is being waged to raise money for the homeless children. No one individual is being asked for much. The smallest contribution is welcome. Even a penny dropped into the containers which are being placed in all the schools will help. And no one is so poor as not to be able to spare that much. One who gives may be sure that the money will not be wasted. Overhead expenses of the campaign are avoided. Each penny which is contributed goes directly to a bank and will be ready for distribution to the refugee regions.

Not only will contributions to this cause help the victims for whom the funds are being provided, but the giving will also help the givers. A truly humane person cannot stand idly by while others are suffering. He will play the part of the Good Samaritan rather than the part of those who witness suffering and pass by on the other side. We need nothing so much in this world today as the development of a humane spirit. We need a broadening of sympathies. And one develops his sympathies through kindly, sympathetic, and understanding action. One who hears a call of humanity and closes his ears to it tends to become callous and unfeeling. But one who gives when the need is great will experience a development of character. He will tend to become the kind of person which every community needs and the kind of citizen which our nation requires if it is to grow in civilization and culture. Those who contribute to this great cause will lighten the burdens of many innocent sufferers and they will enjoy the satisfaction of feeling themselves a part of a humane movement. And by helping those who have felt the hard hand of dictatorship they will appreciate the more the blessings we enjoy in this democratic land.

## Puppet Government Set Up In Nanking

**Japan Installs Wang Ching-wei as Head of the New Chinese Central Government**

**POLICY IS EXPERIMENTAL**

**Results of Wang Rule to Be Studied Before Japanese Will Grant Official Backing**

After nearly a year of secret negotiations, of delays, and of premature announcements, Japan has finally succeeded in establishing a single Chinese puppet government to administer all the Japanese-controlled areas in China. This new ruling body, known officially as the Chinese Central Government, is located 250 miles inland from the mouth of the Yangtze River at Nanking, the former capital of the Chinese Republic. It is headed by Wang Ching-wei, former premier of China, and a man of considerable stature and prestige in Chinese affairs. Inaugurated on March 30, under the protection and supervision of Japanese army generals, the new Central Government will now attempt to rule China's great lower Yangtze Valley, the eastern coastal regions, and, with certain restrictions imposed by the Japanese, the three wealthy northeastern provinces, Hopei, Shansi, and Shantung. Although the new government claims jurisdiction over less than half the total population of China, and over only a small portion of the total land area (see map, page 3), it dominates the wealthiest part of the country, containing four-fifths of China's cotton, nine-tenths of her railroads and customs revenues, and nearly all her trade revenues.

### Japanese Position

Installation of the Central Government in China is not merely a routine matter of convenience to the Japanese. It is the result of a great deal of serious thought, long conferences, and detailed planning. The Japanese do not regard the Wang government as just another puppet government similar to that established over Manchukuo, or the former governments of North China and Nanking. They regard it as a powerful weapon, and they intend to use it against the National Government of China, which, located at Chungking, 1,500 miles up the Yangtze from Nanking, is headed by Generalissimo Chiang Kai-shek, and is fighting the Japanese with every ounce of strength it can muster. They hope that the Wang government may succeed where the Japanese army has failed in realizing Japanese objectives in China.

These objectives have been set forth at various times and in various ways in the nearly three years which have elapsed since the Japanese army invaded North China in July 1937. Officially, Japan means to establish a "new order" of peace and prosperity in East Asia, based upon close collaboration between Japan, China, and the Japanese puppet state, Manchukuo. To accomplish this, the Japanese say they have been fighting simply to drive communistic and anti-Japanese elements from China, thus making cooperation possible.

Unofficially, Japan is determined to stop the industrialization of China (which proceeded at such a rapid pace from 1927 to 1937), to extend her control over China before the Chinese become too solidly unified, and to gain control of the iron ore,

(Concluded on page 3)





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WASHINGTON STAR

## - Straight Thinking -

### Oft-Repeated Errors

If any kind of story is repeated often enough, a great many people will believe it. It may seem to be unreasonable, and at first few pay any attention to it. But let it be repeated again and again, and finally a good many will be saying that it must be true, that "where there is so much smoke there must be some fire." Adolf Hitler is well aware of this fact. He has said that even the most unbelievable lie will be believed by many if it is oft repeated.

One can easily find illustrations of that rule. For example, we frequently hear it said that schools are not as good as they formerly were. Children are no longer well trained in the three R's (readin', 'ritin', and 'rithmetic'), so it is argued. They cannot spell correctly any more.

Most people who say such things have very little evidence upon which to form their judgments. They do not know what proportion of the population were good readers and spellers in the earlier days, nor do they know much about the ability along those lines of children today. But they keep hearing over and over the story that all the people were good spellers a generation or two ago and that the "fundamentals" are now neglected, and they believe it to be true.

Just how much truth, if any, there may be in this idea, it is hard to say. Probably not much. Not long ago there was an interesting spelling bee in a certain city. The members of the Rotary Club were lined up on one side and high school students on the other. In this case the Rotarians, who went to school years ago when everyone was supposed to learn to spell, were spelled down. The high school students turned out to be the better spellers.

It is a good thing to stop now and then and say to yourself, "How do I know that this is true?" "What evidence do I have?" Remember that a statement is not necessarily true just because it is frequently repeated or because many people believe it.

Do not be a cynic. Do not suspect the truth of everything you hear. But neither

should you be too gullible. Happy is the one who learns to steer a course between the two extremes.

Here, now, are some figures to supplement certain facts represented in the "Straight Thinking" column of last week. We said at that time that Great Britain had lost about 700,000 tons of shipping during the first half year of the war, but that this figure alone meant very little. In order to see its significance we must know how fast the British are building ships; whether they are building them as fast or faster than the Germans are sinking them, and so on.

Certain of these pertinent facts are supplied by Edwin L. James in the New York Times of April 7. His figures are to the effect that the British lost 725,000 tons of shipping during the first seven months of the war, but that they are building new shipping at the rate of about 2,200,000 tons annually. They are building at the rate of nearly 1,300,000 tons in seven months. To put it another way, they are building ships almost twice as fast as the Germans are sinking them.

## What the Magazines Say

ANDRÉ MAUROIS, the French author, delivers himself of some sage comments on the art of reading, in the spring issue of *The Yale Review*. Reading, he remarks, can be a vice as well as a virtue. It becomes a vice when it is resorted to as a kind of opium, a means of escape from the world of reality. Persons enslaved to the vice read constantly; to them everything is good. Left alone in a room, they will at once ransack it for papers or magazines, rather than be companion to their own thoughts. Such people seek neither ideas, facts, nor emotional exaltation. They have no scale of values, no judgment. To them reading is a passive affair. It does not provoke them to thought, to pity, to admiration. They think they are stimulated when they are only drugged.

True reading—reading as an art—is an entirely different thing. It demands positive effort. It is not the mere absorption of words and sentences that happen to be on a page. It is a cooperative enterprise shared alike by author and reader. And that is true whether one is reading for pleasure or for enlightenment. In either case, the reader should grasp the opportunity, through conscious effort, to broaden his social horizons, to break through his limited experiences, to weep when others are pained.

M. Maurois suggests certain rules for reading: first, a perfect knowledge of a few writers and a few subjects is more valuable than a superficial one of a great many; second, great writers of the past should be given the most attention; third, reading should be done in an atmosphere of quiet and composure.

Senator Arthur Vandenberg, who, despite his defeat by Dewey in the Wisconsin primaries, is still regarded by many as a likely Republican nominee at the party convention in June, is the subject of a sketch by Jonathan Mitchell in *The New Republic* of April 8. Vandenberg, in the opinion of the writer, is an altogether remarkable person. As a young

## Editor Gives Picture of Complex Job of Publishing Daily Newspaper

THE picture of a newspaper office that many people have in mind is one created by Hollywood, the Los Angeles suburb. The script writers of the glamour village, accustomed to viewing human activity as a series of dramatic situations with or without box-office appeal, have made it appear that the typical newspaper plant is a gay, mad place, whose workers dash recklessly from one assignment to another, repeatedly in danger of missing the deadline, but somehow just managing it through the exercise of heroics and the generous consumption of beverages, described as not soft.

That, of course, is about as mistaken a description of the modern newspaper as it would be possible to conceive. True, the newspaper of today is produced under pressure. Its editorial rooms buzz with activity. The work schedule cannot afford to lag by a minute. But all that betokens efficiency rather than glamour or heroics. It could not be otherwise. If it were anything less than a model of organizational skill, it would be utterly impossible to put out, day after day, the paper that reaches you at your breakfast table, a paper well balanced in appearance, carrying the latest news, reading smoothly. A metropolitan newspaper contains reading matter equivalent to six or seven medium-sized novels. To produce such a work in a style that is vivid, fresh, and concise is the job of hard-working men who are literate, informed, and sober.

The skill, the sense of public responsibility, the sheer plodding that combine to produce the newspapers of this country are discussed by Neil MacNeil in a new book entitled, "Without Fear or Favor" (New York: Harcourt, Brace, \$3). Mr. MacNeil is the assistant managing editor of the New York Times. His wide experience with one of the country's leading newspapers enables him to speak with authority: "The publication of a newspaper is a peculiar business, different from any other, and requiring unusual, if not peculiar, talents. It is an art and a profession as well as a business. It must serve the public interest to live, even against its own financial interests, and yet it must sell enough of its products to make money. Although a public institution, it must be run as a private enterprise. It exists as a

news-vending organization, but it makes the major share of its income from a by-product—advertising. It deals with the public through three separate departments, news gathering, circulation, and advertising. In many of its functions its decisions must be almost instantaneous. Each day's work is complete in itself, as each newspaper must be. Nothing is left to tomorrow. Nothing is deadlier than yesterday's newspaper; nothing more uncertain than tomorrow's."

Having thus summarized the problems peculiar to a newspaper, Mr. MacNeil then proceeds to describe in detail the specialized tasks that fall to the reporter, the copyreader, the editorial writer, the city editor, the managing editor, the critic of the arts, and finally the foreign and Washington correspondent.

Under the New Deal, the responsibilities falling upon the Washington correspondent of a newspaper or news association are greater than ever. There was a time, the writer points out, when the Washington correspondent could get by with a knowledge of politics and politicians, and no more. That has radically changed. Washington news requires expert treatment. Without a comprehensive background of major currents of social and economic thought, he cannot possibly convey to his readers an intelligent account of legislation at the Capitol or of executive moves by the White House. The British pound falls to a rate of \$3.50 or less and immediately some senator rises to denounce the British Empire. The two incidents seem to be not at all related. Yet they are; and it is the correspondent's business to explain why. And the explanation is not easy. It involves an understanding of the tripartite currency agreement that exists between the



SIDEWALK NEWSSTAND

boy he became his family's chief provider; the fact of a youth of drudgery explains why he is in the forefront of the fight for a constitutional amendment against child labor. He has tremendous energy and has always been very self-confident.

As a candidate for the presidency, he is steering a cautious course. It is true that he has voted against much New Deal legislation, against the TVA, against the Wagner Act, against the Wages and Hours Act. At the same time he refuses to become purple in the face when the need for progressive legis-



lation is suggested. To the subtle contrary, he has a friendly, welcoming air toward social experimentation as long as "no vested rights or privileges are disturbed."

In the current *Atlantic Monthly*, David L. Cohn strikes off some colorful observations on New Orleans. That metropolis—dubbed by its own chamber of commerce as "The City That Care Forgot"—is distinguished by its superb cooking, bad climate, excellent manners, some of the best and also some of the worst architecture in the land, and widespread political corruption. It is an extremely cosmopolitan city, with traces of the culture of many races. Other American cities may have taller buildings or greater bank deposits but only one other city—San Francisco—is its equal in cooking. The people of New Orleans retain a civilized regard for good food, so much so, in fact, that they insist upon making their own soups.

United States, Britain, and France. It calls for an understanding of what are known as the "official" and "free" rates of currency exchange. It demands some knowledge of the highly complicated financial techniques by which England is carrying out its blockade of Germany.

Nor is it sufficient that the Washington correspondent should be well informed. He must at all times preserve a certain detachment from the events, the persons, the pressures that surround him. Washington, as the seat of the nation's legislative bodies, is full of lobbyists. Many of them serve a quite useful function. They are, for the most part, respectable men. But all of them serve special interests and it is their duty to secure a favorable press for those interests. In pursuit of that duty, they send reams of material and press "handouts" to the office of the Washington correspondent. He cannot ignore them entirely. They may represent millions of citizens. The "handouts" that come to his desk may in themselves constitute news of the first importance. It is up to him to evaluate impartially whether that be so, to discard exaggerated claims, to give a new twist to the material incorporated in his dispatch, and also to balance lobbyists' news with information secured on his own initiative.

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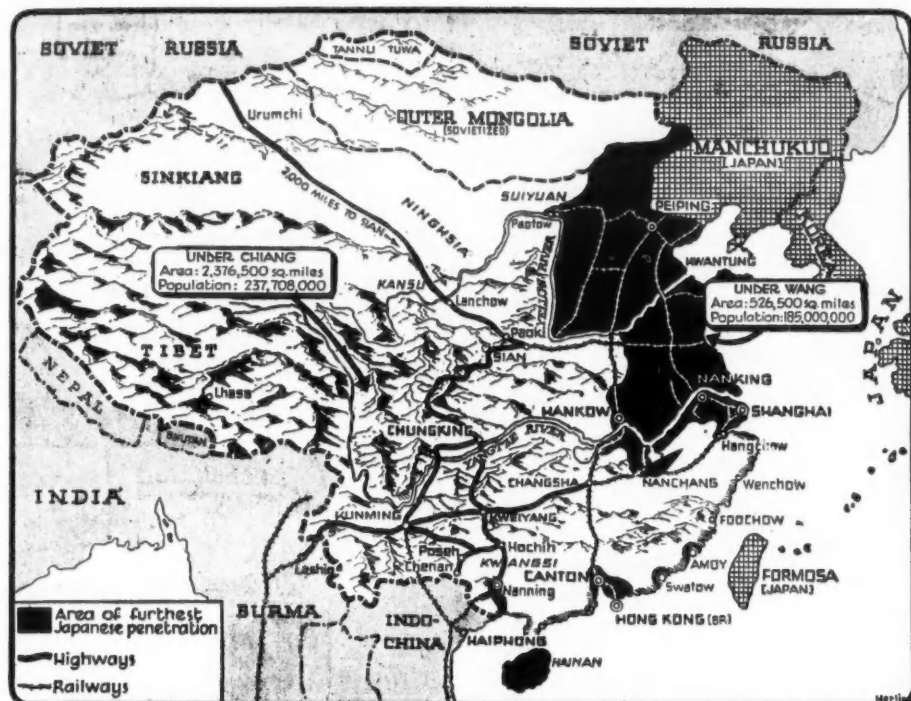
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THE TWO CHINAS

China, for the time being at least, becomes a divided land with one government at Chungking under Chiang Kai-shek, and one government at Nanking under the Japanese puppet, Wang Ching-wei.

## New Regime Set Up In Nanking

(Concluded from page 1)

raw wool and cotton, tin, tungsten, coal, coke, salt, and oil, which Japan needs, and which China is able to produce. In brief, Japan decided to act before China could outstrip her as an industrial and military power.

At the beginning, Japanese militarists thought they would have an easy time of it. China was big, they agreed, but they counted on political disunity, upon rivalry among political leaders, and upon the prevalence of bribery in Chinese politics to prevent solid opposition. They believed that the Chinese army was too ponderous and unwieldy to act with any effect. They believed that although China was immense, it was soft, and loose, and would fall apart like a "rope of sand" with a little pressure.

### China's Strength

The Japanese were partly right. There was political disunity. Bribery did help. The Chinese army was slow, unwieldy, and badly equipped. The Chinese did make mistakes, some of them terrible mistakes, such as the futile and costly defense of Shanghai. But in one respect the Japanese guessed wrong. The National (Kuomintang) government of China was much stronger than the Japanese had expected. In this government, and in its leader, Generalissimo Chiang Kai-shek, the Japanese came up against a hard kernel which they could not crack. The national government survived defeat after defeat. Forced to abandon its capital, Nanking, it retreated to Hankow. When Hankow was attacked, it retired up the river to Chungking, where it is today. As the Chinese retreated, they literally "scorched the earth" behind them, leaving nothing that could possibly be of value to the Japanese. And westward with the armies traveled uncounted millions of refugees, carrying with them tools, machinery, books, technical knowledge, and skill. In the west, apparently secure from Japanese attacks, a new China was rising. It was establishing farm cooperatives, and building up small industries. It was developing untapped resources, setting up new schools and universities. It was growing stronger, and its population, exceeding 235,000,000, was displaying a unity never before observed in modern China.

During the last year the Japanese have begun to realize that Chiang Kai-shek has not been beaten; he has merely been displaced. Although his forces lack the necessary artillery and aircraft to carry on military offensives against the Japanese, they have been sufficient to hold the long, 3,100-mile front which now stretches from

South China to Mongolia. This front has wavered from time to time in the last 12 months, and there have been a number of minor advances and retreats on both sides, but the main lines have remained essentially unchanged. From a military point of view, it has been a year of stalemate.

### A New Attack

Japanese military leaders, after pondering over the situation for many months, have apparently decided that they cannot break this deadlock by the force of arms alone. To advance farther into China would be to extend the already long front, and thin out the Japanese lines of communication, already vulnerable to the raids of Chinese guerrilla bands. As it is, Japan has an average of only 641 troops in China to guard each mile of the front. A large-scale offensive might necessitate doubling the number of Japanese troops now in China, and adding a further drain to the already strained Japanese treasury and economic structure.

At the same time, the Japanese realize very clearly that they cannot simply withdraw from China. They have spent huge sums to conquer the Chinese. They have geared their industries to the war machine in China, spent their gold reserve, raised their national debt to six billion dollars, and poured hundreds of millions of dollars' worth of war materials into the Chinese venture. This the Japanese regard as an investment. The only way they can recuperate these loans is by exploiting the conquered regions of China for all they are worth. To this end the Japanese army has already taken over all railroads, wool and cotton mills, blast furnaces and smelters, power plants, iron mines, and all other types of Chinese-owned industrial properties in the areas it has conquered, particularly in North China where the Chinese themselves did little damage to the plants when they retreated. But as long as the war goes on, China's economic life is far too disrupted to permit the normal development of trade, and the profitable operation of these properties.

The Japanese, then, have been facing a dilemma. They have virtually staked their national wealth on the success of their Chinese venture. They have found it impossible to go forward, because of the military resistance in the west. Yet they cannot go backward, because they cannot afford to lose their investments in the Chinese war. Nor can they afford the loss of national prestige which a humiliating withdrawal from China would entail.

In turning to Wang Ching-wei, and in backing the establishment of his government at Nanking, Japan is now trying to avoid the difficulties which a large-scale attack on Chiang, or a Japanese withdrawal would bring about. It may even

be said that Wang is Japan's ace card in fighting Chiang Kai-shek. The Japanese have picked Wang, a former premier of China and a member of Chiang Kai-shek's high political council until 1938, because they are convinced that he has sufficient prestige to rally the Chinese people in the occupied areas to his support.

So far, however, Japan has been very cautious in establishing Wang in this position. Japanese officials frankly admit that it is an experiment. Even now, the Japanese government does not officially recognize Wang; it simply deals with him on the assumption that he has succeeded Chiang as head of the Chinese government. Before extending official recognition, the Japanese are going to see what sort of peace treaty can be negotiated with him. Japan wants to keep her troops in China, to operate the Chinese railroads, and to maintain control over Chinese mines, industries, commerce, tax collections, and so forth.

But it is a delicate matter. If the peace terms should prove to be outwardly too severe, the Chinese people might conclude that Wang is nothing but a Japanese tool, and have nothing to do with him.

This is precisely what the Japanese wish to avoid. They wish to give the appearance of having signed a just, reasonable peace with Wang. If they can do this, they hope and believe that the Chinese people of the occupied areas will come to accept Wang's authority, and will co-operate with him in developing China's economic life (with Japanese help, of course).

### Many Uncertainties

Whether this new policy will succeed will probably depend to some extent upon the terms of the peace treaty eventually agreed upon between Wang and the large Japanese mission now in Nanking, and the manner in which Wang succeeds or fails in developing China's economic life during the coming year. But it will also depend to a very large extent upon the military strength of Chiang Kai-shek and the national government. If Chiang can organize new guerrilla armies strong enough to attack Japanese advanced positions all along the 3,000-mile front, if his irregular soldiers can blow up enough railroads, bridges, munitions depots, and perhaps even force the Japanese to give ground, then Japan will have to face the prospect of a fourth year of expensive warfare against Chiang, and this Japan is now reluctant to do. If Chiang can prove himself strong enough, the Japanese prefer to come to terms with him, if possible, and simply ignore the Wang government.

Does Chiang have sufficient strength to do this? With 237,708,000 people, an area two-thirds as large as the United States, and a very large army under his

command, it is possible that he has. Free China is economically sound. Its development of small industries and co-operatives and its management of currency and finances have been remarkable. But Chiang's government faces three difficulties. First, there have been troubles within his own ranks between communists (who have fought well and bravely), and anti-communist elements among the generals and wealthy civilians. Whether these troubles will die away, or grow to serious proportions is an important consideration. Second, the Japanese occupation of China seaports has left China only three routes over which supplies can be shipped in from the outside world. There is a slow caravan route across the Gobi Desert from Russia; there is a railroad from French Indo-China, which the Japanese have been bombing regularly, and there is a precarious dirt highway from Burma, which is often impassable. Third, Chiang finds it difficult to pay even for such supplies as he can import over any of these three slow routes. He can obtain them only if foreign governments are willing to grant him credits.

### Foreign Support

A great deal depends, therefore, on the attitude of foreign governments toward Chiang and Wang. So far, Chiang's chief foreign support has come from the Soviet Union, which has lent the Chinese government \$250,000,000 over a period of less than three years, and shipped aircraft and munitions to Chungking in large quantities. Great Britain has extended one \$25,000,000 loan to China, while the United States has contributed a sum slightly in excess of \$50,000,000. Will this support be continued? The United States government



CHIANG KAI-SHEK

WANG CHING-WEI

has already rejected a suggestion that it should recognize the Wang regime as the official government of China. The Soviet Union, still supporting Chiang, does not seem anxious to change its policy. Britain has refused to recognize Wang, but recent remarks of the British ambassador in Tokyo have hinted that sometime in the future the British government may consider revising its Far Eastern policy. This has been interpreted in Japan as signifying approval of the Wang regime, and of Japanese policy.

The Japanese themselves are not greatly disturbed by the fact that not one nation (outside Japan and Manchukuo) recognizes the authority of the Wang regime. They simply state that all nations refusing to cooperate with Japan and Wang will be excluded from the economic development of China. The Japanese government believes that when the reconstruction of China is begun in earnest, the temptation of profits to foreign capital will be too great to resist, and that gradually the nations of the world will come to recognize the Central Government and the Japanese conquest as an accomplished fact.

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**PRONUNCIATIONS:** Ananda Mahidol (ah'nahn-dah mah'hee-dol), Bug (boog'-oo as in foot), Chiang Kai-shek (jee'ong' ki'-shek'-i as in ice), Chungking (choong'king), Dnieper (nee'per), Hankow (hahn'koe'), Ho-pei (hoe'pay'), Kiruna (kee-roo'nah), Narvik (nahr'veek), Shansi (shahn'see'), Shantung (shahn'doong'), Wang Ching-wei (wahng'ching-way').



"I AM MONARCH OF ALL I SURVEY"

LEWIS IN MILWAUKEE JOURNAL





THE RAINS CAME  
One of the flooded areas in Pennsylvania—at Plymouth

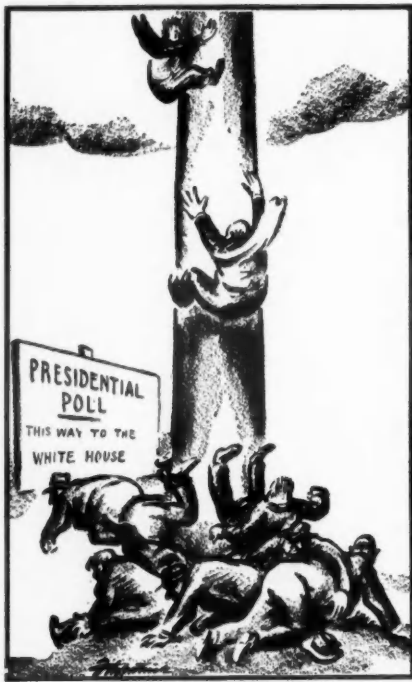
INTERNATIONAL NEWS

## DOMESTIC

### Week in Congress

After two weeks of debate, the Senate passed the resolution which gives another three years of life to the reciprocal trade agreements program. Since the House had already voted its approval, the measure was ready to be signed by President Roosevelt. Although the trade pacts survived their legislative test, they promise to furnish a lively political issue during the approaching campaign.

With the trade agreements out of the way, Congress is still faced with a struggle over government expenses. The House has already begun to debate the appropriation for the Work Projects Administration. As a starting point, the President's budget proposal of



EARLY RETURNS  
FITZPATRICK IN ST. LOUIS POST-DISPATCH

\$985,000,000 was considered. Citing the lag in business conditions and the scarcity of new jobs, various government officials and labor groups are demanding a larger sum for relief. Economy advocates want the appropriation to stay well within the total of \$985,000,000.

As this paper goes to press, the fate of the farm appropriations is still in doubt. A committee of senators and representatives has been trying to reach a compromise on the House's intention to provide \$700,000,000 for the agricultural program and the Senate's billion-dollar proposal.

### Reorganization

About a year ago, Congress passed the Reorganization Act after bitter legislative debates had killed similar measures in the sessions of 1937 and 1938. The present law provides that

the President can transfer, consolidate, or abolish federal agencies if the alterations will produce more efficient and more economical results in government.

Congress retained the power to review whatever changes the President might suggest. President Roosevelt submitted Reorganization Plans I and II some months ago, and Congress did not object to them. The first one, it will be recalled, set up the Federal Loan Agency, the Federal Works Agency, and the Federal Security Agency. The new bureaus include a wide variety of formerly independent agencies, such as the Work Projects Administration, the Social Security Board, the Federal Housing Administration, the Civilian Conservation Corps, the National Youth Administration, and so on.

Plan II made only a few minor changes. Congress is now reviewing the third plan, which proposes several alterations in the Civil Aeronautics Authority, the Department of Labor, the Department of Agriculture, the Department of Interior, and the Department of the Treasury. The President says that the plan will save only about \$150,000, but that the major benefits will come from increased efficiency in the departments and bureaus affected.

### Flood Season

The spring rains which bring welcome moisture to the farmers' crops are also a cause for concern as the flood season arrives. Coming on top of thawing snows, the additional water may run off the land too rapidly, overflowing streams and rivers onto surrounding towns, cities, and farms. Wilkes-Barre, Pennsylvania, has already had its share of trouble from the raging torrents of the swollen Susquehanna River. Twenty-five thousand people were homeless as this river and other streams caused millions of dollars of damage not long ago.

To prevent such disasters, the government has already spent over one billion dollars in the last 13 years on flood-control projects. Another billion has been authorized. But the building of adequate safeguards is a slow process. As the work gradually progresses, however, the damage from raging floods, such as the Susquehanna caused, will be averted.

### Women's Brooms

Like the voters in Louisiana, the citizens of Kansas City have put a political machine to rout. For years, Tom Pendergast controlled the city—dictated its elections, managed its council and mayor, and ruled its business affairs. His power, reaching to the capital in Jefferson City, shaped the course of state politics. On occasions, his efficient lieutenants produced larger election majorities than the total number of registered voters in the precincts warranted. Shortly after the 1936 presidential campaign, 200 election officials of Kansas City admitted their guilt or were convicted of fraud.

But that was only a beginning. When a group of state officials and federal income tax authorities dug into the machine's affairs some time ago, they found a \$20,000,000-a-year gambling racket and a \$12,000,000-a-year narcotics ring flourishing in Kansas City. As a result of other evidence which was produced,

# The Week at Home

## What the People of the World Are Doing

Pendergast and a number of his high associates were convicted of income tax irregularities, and sent to Leavenworth penitentiary.

This year, the Kansas City voters have had their inning in stripping the machine of its power. Early this month, they delivered the final blow, turning out the old officials, and putting in a slate of reform councilmen, a new mayor, and new municipal judges. About 7,500 determined women were given a large part of the credit for the victory. On election day, they phoned voters, urging everyone to go to the polls; distributed campaign leaflets; and took care of babies whose mothers could not otherwise get away to vote. A leader in the fight against the machine, the Kansas City *Star* said the recent election was a clean sweep: "... the brooms did it—the brooms and the women behind them."

an accurate record of what they looked like and how they were built.

Since the survey was discontinued as a separate relief project, it has been carried on by the National Park Service. So far, 5,000 buildings—southern mansions, adobe houses of the southwest, New England water mills, Spanish missions of California, log cabins, and frame houses—have been measured, drawn, and photographed.

### Political Pot

With victories behind them in Wisconsin's presidential primary, Franklin D. Roosevelt and Thomas E. Dewey are off to a good start in the race for support of the conventions' delegates this summer. Political observers admit that the two men still must hurdle many obstacles—more primaries and a number of party conventions in the states—before

### TVA: Seven Years

As the Tennessee Valley Authority approaches its seventh birthday in May, it stands as one of the New Deal's most ambitious and most controversial undertakings. Already the TVA has completed seven gigantic dams across the rivers in the valley, and three more are under way. Measured in terms of money, the vast project has already cost \$300,000,000 and the final total will be about \$500,000,000.

Bolstered by a favorable Supreme Court decision, the TVA has gone ahead with its various projects to produce electric power, control flood waters, check soil erosion, reforest land, improve river navigation, and study the resources of the Tennessee valley area. Of all these, the TVA's program to produce and distribute cheap electricity is still debated the most.

As supporters of the authority see it, the TVA is harnessing water which would otherwise be wasted, and furnishing power to urban and rural users at rates which provide healthy competition to privately owned utility companies. Pointing to the various industrial and agricultural phases of the entire TVA program, the friends of the project conclude that it has brought widespread economic gains to the valley area.

Disagreeing, the TVA's opponents say that the government is financing unfair competition to the private utilities, and that the entire nation is paying the bill for a program which benefits only a small area. They charge that without the extravagant expenditure of government funds the TVA could never operate. Such are the seven-year-old arguments for and against the TVA.

### Holmes Memorial

When Supreme Court Justice Oliver Wendell Holmes died in 1935, he left about half of his \$550,000 estate "to the United States of America." At 94, he had served 30 years on the high court. He believed that a good share of the money which he had been able to save during this time should be returned to the government.

A special committee was appointed to select a suitable way of using the money. After considering a number of proposals, the committee has announced that part of the gift will be spent to publish a special edition of Holmes' writings and legal opinions. Justice Felix Frankfurter, who was a close friend of Holmes, will probably edit the volume. The rest of the funds may be spent to create a small memorial park behind the Supreme Court building.

### Historic Buildings

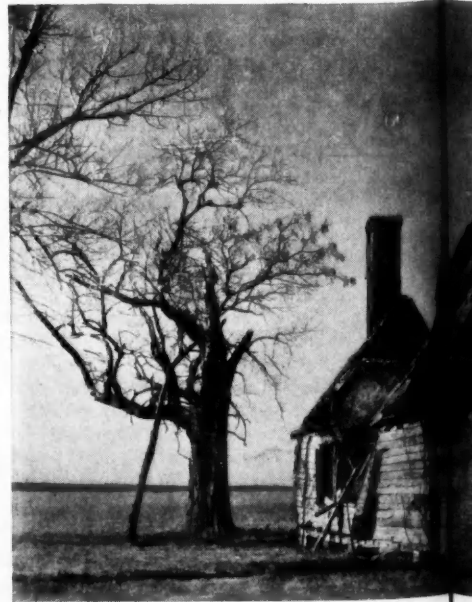
Several years ago, the government hired a number of unemployed draftsmen and architects to make drawings and take pictures of early American buildings—homes, mills, court-houses, trading posts, churches, and schools. Thousands of the historic structures have disappeared already, and many of the remaining ones are falling in ruins. So the plan of the Historic Building Survey was to make



BATTLE ON CAPITOL HILL  
HERBLOCK IN LONG BEACH PRESS-TELEGRAM

the national conventions are held. But it is pointed out that early winners have an advantage when it comes to building up a band wagon of political followers.

Meanwhile, the Socialist party has named Norman Thomas for the fourth time as its presidential candidate. His running mate is Professor M. C. Krueger, of the University of Chicago. The Socialists themselves know that they will probably poll less than one-thirtieth of the votes in November. They simply desire to furnish their analysis of the nation's ills, and to provide third-party opposition to the major parties. They take an isolationist stand on foreign affairs, and contend that poverty can be abolished if the nation will adopt a social control of production in its factories and industries.



HISTORIC BUILDINGS  
Many houses of architectural and historic importance are being surveyed by the government. Plans and sketches of many so far.



# Home and Abroad

## What's Doing, Saying, and Thinking

### FOREIGN

#### The War Spreads

##### Britain and Norway

With almost incredible swiftness the European war spread into Scandinavia, last week, putting an end to Scandinavian neutrality and dividing the long-friendly Scandinavian states one against the other. The trouble started when the British began to plant mines inside Norwegian territorial waters late on Sunday, April 7. Their objective was to put a stop to the German imports of Swedish iron ore by way of the Norwegian coast. High-grade iron ore (much needed by Germany) was being carried by rail from the Kiruna mines in Swedish Lapland to the Norwegian Arctic



"THRICE IS HE ARMED"  
ELDERMAN IN WASHINGTON POST

port of Narvik. There it was loaded into German ships which would sail down the Norwegian coast, keeping well within the three-mile limit, just beyond the technical reach of the British North Sea blockade.

In mining these waters, the British put a stop to this German traffic, and thus struck a hard blow at Germany's hungry industries, which must have iron ore to keep in operation. At the same time, however, Britain violated international law, Norwegian neutrality, and Norwegian sovereignty. On April 8, the Norwegian government, through its foreign minister, demanded that Britain remove these mines at once. The British admitted their act to be in violation of international law, but claimed theirs to be merely a technical infringement, and stated that they

had been forced to act by Germany's indiscriminate attacks on neutral shipping, attacks which had already cost Norway 55 ships and 402 sailors.

##### Germany Occupies Denmark

It was while this dispute between London and Oslo was in progress that Germany struck. The German government based its action on the grounds that Norway had failed to prevent England from making a hostile move against Germany on its own (Norwegian) territory. Therefore, said the Germans, we have had to make this move to protect ourselves. Just a little after midnight on April 9, the German invasion began.

The first thing the German army did was to invade Denmark, the small flat kingdom of farms and dairies on the northern borders of the Reich. Denmark had no part in the dispute over neutrality, and was, in fact, the only Scandinavian state to have accepted Germany's offer of a nonaggression pact last year. But Germany's eyes were on the north, and the German army occupied Denmark apparently to prevent any Allied move to cut German routes to Norway and Sweden by landing forces on the Danish coast. With only 3,813,000 people (as compared to Germany's 105,000,000), with no army, navy, or air force to speak of, and too far from England to expect help in time, the Danes offered no resistance, and accepted the German occupation through their king, Christian X.

##### Norway Resists

Although the Norwegians, numbering less than 3,000,000 people, are fewer in numbers than the Danes, they were aided by possession of a small navy and an army of 30,000; by an extremely rugged terrain, by their distance from Germany, and by the proximity of the British fleet. Hence the Norwegians opened fire when a German naval squadron entered Oslo Fjord on April 9, and went to war with Germany. As we go to press it is reported that Germany has mined Swedish ports, and that Sweden is balancing between neutrality and joining Norway in war on Germany. With a population of more than 6,000,000 people, a good-sized army, and a busy armaments industry, Sweden is by far the strongest of the Scandinavian states.

All questions aside as to who is responsible for the spread of war into the north, the one question now is, who will win in Norway—Britain or Germany? If Britain can ferry enough troops across the North Sea in time to defeat the German move, she will have gained immensely. If Germany can conquer Norway, the British blockade will be virtually at an end. The northern battleground will probably witness the first decisive actions of the war.

##### Kingdom of Thailand

During the past year map makers and foreign editors the world over have been trying to accustom themselves to the fact that the quiet, civilized little state in southeastern Asia which they have always known as Siam, is now to be called Thailand (pronounced Tie-land), and its people the Thai. The Thai were originally a mixture of Hindus, Malays, and other races who were temporarily subdued by a warlike northern people called the Siamese, and ruled in a manner similar to that in which the Manchus ruled the Chinese, up to the beginning of the twentieth century. But when the Thai overthrew and absorbed the Siamese, the name Siam remained. Several efforts were made to change it. One king tried calling his country "Sukhodya." Another tried "Ayurhya." But neither were satisfactory. Now the official name is Thailand, and the government is determined that it shall remain that way.

There are about 10,000,000 Thai living in southeastern Asia today. They are a cultured, courteous, and very peaceful people whose artistic talents have produced a unique form of architecture, dancing, and rather pleasing, bell-like music. Although Thailand remains industrially a backward country—partly because of its lack of good roads over



DIGGING FOR VICTORY

English boys are digging, draining, and cultivating part of their school playing field to help the "Grow More Food Campaign."

which to transport its untapped wealth of minerals, rubber, and fine woods, and also because of its warm climate—its labor wage scale and general standard of living compare very favorably with nearby colonies which have been given the benefit of European rule. The Thai are inclined to remain in their villages and to travel very little. Hence they have very little concept of nationality, and do not think of themselves as a nation. The government (which is a regency, since King Ananda Mahidol is only 15 years old) has tried to stimulate a national consciousness among the people, but so far it has met with indifferent success.

##### Vistula-Dnieper Canal

In Europe, where railway freight rates are expensive, inland waterways play a much more important role in economic life than in the United States. This is particularly true in eastern Europe where railroads are few, and the service not too good. Only high-class merchandise can be profitably shipped by rail. Bulk commodities, such as foods and mineral ores, move on barges over canals, lakes, and rivers wherever possible. If Europe's interlocking waterway system should suddenly be closed, it would be discovered that there are not enough railway cars and locomotives on the entire continent to haul even the most necessary goods to their markets.

The Soviet Union is therefore placing a great deal of importance upon its newest engineering project, the construction of a canal from the city of Brest-Litovsk 18 miles eastward across the desolate marshes of what used to be eastern Poland, to Pinsk. When completed, this canal will connect two great eastern European river systems, the Dnieper, which flows south through Russian Ukraine to the Black Sea, and the Bug-Vistula system, which flows west and north through the Polish plain to the Baltic. Since the Vistula system is already linked with a canal system extending all the way across north Germany to the Rhine, the completion of this 18-mile stretch will make it possible to ship Russian oil, metals, salt, sugar, and wheat into German centers over an economical route.

##### Mexico Again

Two years ago last month the Mexican government ended a dispute it had been having with a number of large foreign oil companies by seizing their properties and handing them over to the Mexican labor unions. This move, a part of President Lazaro Cardenas' Six-Year Plan to reduce foreign control over Mexican industry, deprived British, Dutch, and American interests of some \$450,000,000 worth of property. What has happened since is a familiar story to everyone who reads the papers. Mexico broke off relations with Great Britain, carried on long negotiations with American oil firms (which were involved to the extent of about \$200,000,000), but failed to reach any agreement regarding adequate compensation for the expropriated properties. The last avenue to a settlement in the Mexican courts was closed during the past winter when the Mexican Supreme Court upheld the government's actions.

Recently the whole question was raised anew when Secretary of State Hull called upon the Mexican government to submit the entire matter to an impartial board of arbitration, in line with the accepted legal procedure among the American republics. Although the note will probably not be answered for several weeks, due to the absence of President Cardenas, it is not believed likely that he will welcome the suggestion, since it has always been his position that the matter involves only his government and the oil firms.

##### Irish Institute

If a legislative proposal now before the Dail (parliament) of Eire is passed, as seems very likely, Premier Eamon de Valera is on the verge of seeing one of his fondest dreams come true. For years he has planned and hoped to establish an Irish institute of advanced learning, a cultural center to attract



THE WATERWAYS OF NORTHERN EUROPE

Ships, loaded with Swedish iron ore for Germany, have been evading the British blockade by threading their way around the islands along the Norwegian coast.

scholars from all over the world. The present plan is to create an institute devoted chiefly to higher mathematics, in which the premier believes the Irish to be particularly adept, and to the study of the ancient Celtic language and its buried literature. This school, to be known as the Dublin Institute of Advanced Studies, will be supported by government money, and directed by a governing council appointed by the premier and his cabinet.

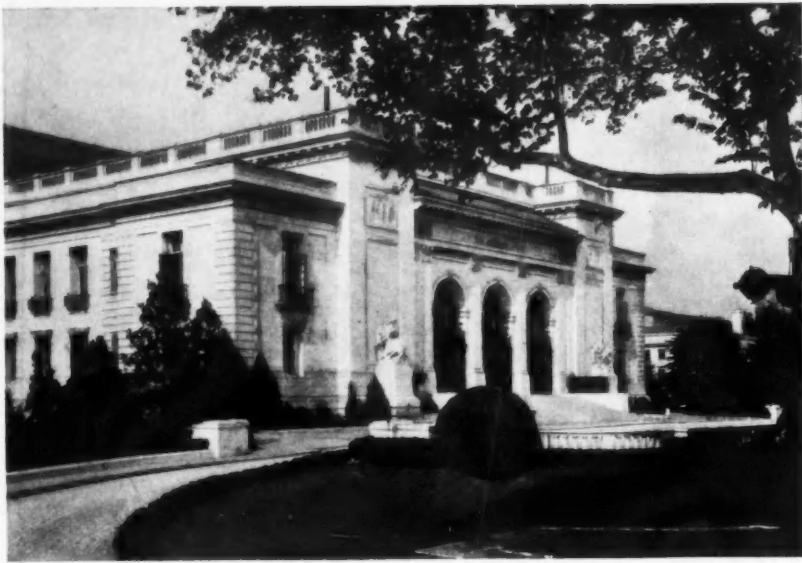
Eire is one of the few countries anywhere today where a long-standing cultural movement is deeply ingrained in national politics. The revival of the interest in the Celtic language, and in its modern counterpart, Gaelic, for example, has gone hand in hand with the political movement for Irish independence.



NATIONAL PARK SERVICE

are in ruins. The National Park Service of the federal government may be reconstructed in the future if desired.





THE PAN-AMERICAN BUILDING IN WASHINGTON, D. C.

## Historical Backgrounds

By David S. Muzzey and Paul D. Miller

### The Evolution of Pan-Americanism

THIS year marks the fiftieth anniversary of the foundation of the Pan American Union. Today, April 15, brings to a close the celebrations which have been made during the week to commemorate the co-operation among the nations of the Western Hemisphere symbolized by the Pan American Union. But Pan-Americanism, or the cooperation among the nations of this hemisphere, takes a special significance this year. With the nations of Europe involved in war, more and more emphasis is being placed upon cementing the ties between the United States and the Latin American countries.



DAVID S. MUZZEY

On the economic, social, cultural, and political fronts, the attempt is being made to bring these countries closer together. The idea of the Pan-American movement is almost as old as our national history. It has been to promote friendly relations, cooperation, and close economic and cultural ties among the Americas; and, at the same time, to erect a bulwark against any European nation which might seek to get a foothold in this region. Despite the differences of culture, language, race, and religion, there has been a community of interest among the American nations.

#### Birth of Movement

The seeds of Pan-Americanism were sown shortly after the South American nations threw off the European yoke. It came both from the United States and from the nations south of the Rio Grande. As far back as 1826, three years after the enunciation of the Monroe Doctrine, an attempt was made to effect an organization for collaboration among the American nations, when an inter-American conference was called at Panama. This first attempt was marked by failure since only four nations sent representatives. The United States sent three delegates, but one of them died en route, and when the other two arrived, the congress had adjourned.

For more than half a century, little was done to promote closer relations between the two Americas and to further the idea of Pan-Americanism. The Pan-American movement, as we know it today, really had its beginning in 1889. The secretary of state of the United States, James G. Blaine, was an ardent advocate of the idea. He envisaged an ambitious program for inter-American cooperation. He called a conference of the American republics to meet in Washington and he presented a pro-

gram which called for such things as a customs union, a standard system of weights and measures, and a uniform currency. While Blaine's program was not accepted by the conference, it did lay the foundations for a permanent organization, and the Pan American Union (then known by a different name) was established the following year with headquarters in Washington.

During the last 50 years, this international organization has striven to bring about more friendly relations among the American nations. Its work has been handicapped by the friction which has existed between the United States and the nations to the south. The feeling has prevailed in many of the Latin American countries that the United States was assuming the role of overlord of the hemisphere and was trying to dictate to the other nations. They have felt that they were not being treated as equals.

#### Hostility Toward U. S.

The misgivings which the other nations entertained were not entirely without foundation, for many of the administrations in Washington have acted in a high-handed manner in dealing with the neighboring states. In many instances, the United States intervened in the internal affairs of certain Latin American countries. Theodore Roosevelt wielded the "big stick" over the hemisphere. Presidents Taft, Wilson, and Coolidge pursued policies of domination and created ill will.

Even before the advent of the present Roosevelt administration, it was realized that a new policy would have to be adopted if relations were to improve, and a beginning was made in undoing the harm which had been done by the aggressiveness of previous administrations. Under President Hoover, the Latin American policy of the United States underwent a profound change. The objective of the "good-neighbor" policy of the Roosevelt administration has been to create confidence among the Latin American countries by treating them as equals and by making the Pan-American movement a movement of true cooperation.

Relations among the nations of the Western Hemisphere are more harmonious today than they have been at any time since the organization of the Pan American Union. Nevertheless, there remains a little of the old friction between the United States and certain of the Latin American countries. Led by Argentina, a few of the countries to the south oppose the United States at conferences which are held among the American nations. Until this feeling of hostility can be eliminated, the Pan-American ideal will fall short of realization.

## Personalities in the News

A CAPACITY crowd jammed the stadium to watch one of the big football games in the nation's capital last fall. Most of the spectators were intently following the play of the two teams. One man, however, glanced at an official of the game, a wiry, active fellow, who was keeping pace with the furious activity on the field. Making inquiry, the spectator learned that the sports official was Jerry Land—more formally known as Rear Admiral Emory S. Land, chairman of the United States Maritime Commission.

Ever since his four years at the United States Naval Academy, where he graduated in 1902, Land has devoted his time to naval affairs, shipping, and athletics. An athlete himself, he was a star in football, rowing, and track at Annapolis. Later, he coached the football team of the U. S. S. Oregon, which won the Asiatic fleet championship. Depending on the season, he spends his Saturday afternoons golfing, hunting, playing tennis, and refereeing football games.

At his office in the Maritime Commission, Land has his hands full in dealing with the problems of building up a merchant marine for the United States. His duties are varied, requiring an expert knowledge of engineering, business, labor relations, and ship construction. For the commission supervises a vast program of shipbuilding. It lends money to shipping companies, and keeps a close watch over the corporations' business affairs.

In dealing with these problems, Land is a forceful executive. He emphatically believes that the United States must press forward in building more and more merchant ships. While administering the subsidies which the government provides to further this program, he is alert to make the shipyards and the shipping companies earn every dollar they receive. And as a promoter, he is looking for ways in which American ships can be kept busy.

Land had been a member of the commission a year before he became its chairman in 1938. Since 1904, he has been a naval constructor. For five years, the navy had him in charge of its bureau of construction and repair. He was also assistant chief of the bureau of aeronautics for a time. Although he retired from active service in the navy several years ago, it is likely that the government will keep him busy for some years with such tasks as he now performs in the Maritime Commission.

Land was past 50 when he learned to pilot a plane. Having tackled a job in aeronautics, it was characteristic of him that he took up flying as part of his duties. Now that he is 61, he lets younger men handle the controls, but he still travels by plane whenever possible. The navy has left its mark on him—he has crammed a file in his office with logs of his trips, terse accounts of routes, gas mileage, and even such details as the number of fish he catches. As administrations come and go, Land makes friends with members of both parties—as he sees it, building good ships does not require him to be identified with either the Republicans or the Democrats.



REAR ADMIRAL EMORY LAND

TO fill the vacancy created by the recent death of Lord Tweedsmuir, King George VI has appointed as governor-general of Canada a prominent member of the British royal family, Alexander Augustus Frederick William Alfred George Cambridge, Earl of Athlone, who is an uncle of the British King and a brother of Queen Mary. The new governor-general is tall, soldierly in appearance, and carries his 66 years very well. His experience has extended considerably beyond the bounds of the British court into the field of war and statesmanship, as a large collection of medals, and a good record as an administrator of South Africa testify.

Born in Kensington Palace, just outside London, in 1874, Athlone was first known as Prince Alexander of Teck, a title he abandoned in favor of the Earl of Athlone when, during the World War, the whole British royal family dropped the names which they had originally brought with them from Germany. Athlone's education and early life were much like those of any average boy in the British court, pleasant, but a little dull. He attended Eaton, a fashionable prep school, and then Sandhurst, which is a British counterpart of West Point. For a long period following his graduation and appointment as a lieutenant in the Hussars, Athlone's experience was strictly military. He took part in maneuvers in India, in suppressing a native uprising in Rhodesia, South Africa, in 1896, in the Boer War, and in a number of other minor conflicts in Africa. During the World War, the Earl of Athlone served with the British armies in France and Belgium.

It was not until 1923 that Athlone was given an opportunity to try his hand at statesmanship. Appointed governor-general of South Africa, in that year, he proved so amiable and popular with South Afri-



LORD ATHLONE

can officials that his five-year term was extended by two years at the request of the government of the dominion. Since then he has traveled widely, visiting such remote spots as the desert capital of Arabia, and performing various philanthropic tasks in the British court. The Earl of Athlone married in 1904, but only one of his three children, a daughter, is now living.

In assuming office as governor-general of Canada, Athlone faces a delicate task. He is the connecting link between the government of Canada and the British crown. His job is to advise the prime minister and the cabinet in Ottawa on matters affecting Canada's relations with England and her neighbors, and upon imperial policy in general. He must do this tactfully, so as not to stir resentment, but at the same time he must command sufficient prestige to make the weight of his words felt. Succeeding Lord Tweedsmuir, who was one of the most popular governor-generals in Canada's history, Athlone will probably be judged by comparison with his predecessor. His record in South Africa has convinced many Canadian observers that he will not be found wanting in this task of living up to Lord Tweedsmuir.





U. S. FOREST SERVICE  
ONE OF THE FIRE CONTROL STATIONS OPERATED BY THE U. S. FOREST SERVICE

## • Vocational Outlook •

### Forestry

**F**ORESTRY is a field which has interested many famous Americans, including two of our recent Presidents—Theodore Roosevelt and Franklin D. Roosevelt. Today, much is being done to conserve and restore our great American forests. More and more Americans are becoming conscious of the need to protect wooded areas in order to prevent deforestation such as once occurred in Palestine, North Africa, and China. In the past, the drain on our forests has been great. During the years 1925 to 1929, for every new tree grown, two were destroyed. The United States boasts of having 630 million acres of forest land, but only 462 million acres of this land may be used for growing commercial forests.

The United States Forest Service is continually carrying on research to develop economic bases necessary for the proper use of forest land and its resources in private and public ownership. Experiments are conducted in the 1,500 community forests in some 20 states and in the national forest system throughout the country.

The trained forester has many tasks to perform. He supervises the planting and treatment of trees, surveys and examines forest areas, manages timber sales, and takes care of nursery work. Sometimes he is called upon to fight forest fires. These fires are reported by men in government lookouts, and soon a properly equipped crew sets out to combat them. During 1937, 31,000 fires were started by lightning and 170,000 by careless campers, hunters, and fishermen. However, forest-fire prevention has made real progress within the last 12 years, due to federal and state cooperation with private owners.

Today, there are around 7,000 trained foresters in the United States, all of whom are men. The largest single employer in this field is the United States Forest Service. But a great many work for states, cities, private lumber and paper companies, and colleges. The majority of foresters employed by federal and state governments make from \$1,800 to \$3,000 a year. A very small number of supervisors and engineers receive from \$3,000 to \$5,000 a year. Higher salaries are seldom paid. These wages are typical for foresters all over the country.

What chances are there for the young man interested in forestry as a career? Unfortunately, the field is very overcrowded, as a result of the interest stimulated by the Civilian Conservation Corps camps. In 1937, some 6,032 students enrolled in forestry schools in 17 different universities throughout the United States. This was three times as many as were enrolled in 1933, and almost equaled the number in the field itself. An excess of students was being trained for jobs which would not be available upon graduation.

At present, it is not likely that states, cities, and private companies will absorb all the foresters being trained. The turn-

over in the United States, including resignations, dismissals, and retirements, is around 50 men a year. Several thousand graduates of forestry schools have been unable to gain employment in their chosen field. And unless training schools limit their enrollments, the situation will become worse.

Forestry has a strong appeal to young men who enjoy outdoor life. It offers a pleasant contrast to many monotonous, routine jobs in factories or offices. The life, however, is often hard on a family because of living in forest camps and moving around a lot. But the main objection is that there are not enough jobs to go around.

The high school student who wants to enter this field (despite the obstacles) should take courses in biology, botany, geology, English, mathematics, zoology, and chemistry. Upon graduation from high school, he should enroll in one of the university forestry schools offering a four-year course. There he will receive practical experimentation in forestry as well as technical training. If he desires to specialize still further, he may take additional work at one of the three graduate schools of forestry at Harvard, Duke, or Yale.

For a list of approved colleges, write to the Society of American Foresters, 825 Mills Building, 17th Street and Pennsylvania Avenue, N. W., Washington, D. C. An interesting pamphlet, "Careers in Forestry," Misc. Publication 249, may be purchased by sending five cents to the Superintendent of Documents, Government Printing Office, Washington, D. C.

## Extension of City - Manager Plan Is Noted Throughout United States

**S**EVERAL weeks ago, the citizens of Superior, Wisconsin, voted to install a city-manager system of local government. Although it will be some months before all the details of changing over to the new method are ironed out, Superior's choice quickly received national prominence. For this city is the 500th to adopt the manager plan.

Superior will continue to have a city council, probably a small group, which will be elected. These men will meet regularly to determine the policies of the city government, to adopt ordinances and regulations, and to vote the appropriations for the city's expenses. One of the council's first problems, however, is to select a trained executive—an experienced administrator who has specialized in the problems of running a city.

This man will carry out the policies of the council. He will supervise the purchase of the city's supplies: building materials, typewriter ribbons, police cars, fire trucks, paper clips, road machinery, stationery, and so on. The council might, for example, authorize the purchase of a new fire truck, some hose, and a road sweeper. As an expert in buying municipal supplies, the manager will obtain bids from a number of companies on the type of truck, hose, and sweeper which he knows is best suited to Superior's needs. On his advice, the council will buy the hose and the vehicles from the companies which offer the lowest price on the specified equipment.

In addition to knowing the field of municipal purchasing, the manager must solve problems which require an engineer's skill. Perhaps the city will require some work on its sewage system or will have some streets to be resurfaced. The manager advises the council on the latest methods of street construction, and oversees the projects which are undertaken. If the city plans a large project for which funds are not immediately available, the manager can often save the council money by advising it on the intricate details of municipal finance.

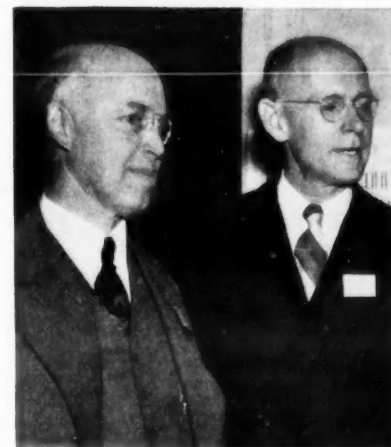
In other words, a city is similar to a complex business organization. If it is run efficiently, its services—police and fire protection, traffic regulation, health program, water supply, and so on—must be supervised competently at a reasonable cost. Superior and 499 other cities have decided within the past 30 years that these services require the management of an expert. As a board of directors, the council represents the citizens on matters of general policy, and the city manager is their agent.

The city-manager plan, of course, is not the only successful method of governing a city, nor is it always a complete safeguard

against trouble. Kansas City, Missouri, had a city manager during the regime of Tom Pendergast's machine. Other cities which employed the plan have come to grief in various ways, and some have abandoned the city-manager system.

But in general, the plan has proved successful where it has been given support and cooperation. As experts on municipal problems point out, it is entirely possible for a city to have an excellent government under any of the various systems. If the citizens maintain an intelligent interest in their city, and support competent officials, the form is not so important. On the other hand, neither the city-manager plan nor any other type of government is fool-proof against civic neglect. And, the experts state, a city sometimes makes the mistake of believing that its ills can be cured by changing forms of government.

Richard S. Childs, who is credited with being the father of the city-manager plan,



INDIANAPOLIS STAR

### CITY MANAGERS

Richard S. Childs (left), father of the city-manager plan, with Willard F. Day, manager of Henrico County, Virginia.

recognized about 30 years ago that times had changed in cities. His conclusion was that the business of running a city, large or small, demands a trained man on the job, as we have described. During the early years of his campaign, few cities heeded his advice. By 1920, however, 158 cities had adopted his plan; 295 in 1925; and 500 in 1940.

The system is not restricted to large cities. About a third of the 500 cities have populations of less than 5,000 apiece. Only 20 have more than 100,000 each. Whether large or small, these cities have classed themselves as businesses when it comes to operating a government. Nearly all of them are producing good results.

## - Do You Keep Up With the News? -

(For answers to the following questions, turn to page 8, column 4)

1. King George's uncle, the 66-year-old Earl of Athlone, has been appointed governor general of ..... He succeeds Lord ....., who died last February.

2. In a recent radio address to America, who said: "From the outset 'we must finish it' has been the formula which summed up all our thoughts. And that means no 'phony' peace after a war which is not 'phony' in any respect"?

3. What movie, adapted from a famous best-seller, shows the struggle of migratory workers?

4. President Lazaro Cardenas of ..... recently declared that title to 1,500,000 acres of land in the states of Chiapas, which was granted to a private citizen by the late President Diaz years ago, was not valid, and the grant was unconstitutional. This ruling affected three American business companies who use the state's product, ....., for the manufacture of chewing gum.

5. Oahu, one of the United States' most important strategic forts, is located in (a) Alaska; (b) Puerto Rico; (c) Hawaii; (d) Panama.

6. When did the Fascist party come to power in Italy? Who gave the people the slogan: "Believe. Obey. Fight"?

7. The new scientific research field, which experiments with farm crops and has produced

plastics and auto enamels from soybeans, is called .....

8. President Roosevelt proposed to Congress not long ago a plan for (a) interdepartmental reorganization; (b) enlargement of the Supreme Court; (c) another federal theater project; (d) changes in the present neutrality law.

9. The duties of what famous British cabinet officer increased after a recent cabinet shuffling—giving him more power to direct England's defense?

10. The other day Thomas E. Dewey celebrated his thirty-eighth birthday. Could he



have run for the presidency in 1936? How old must one be to run for president, for the Senate, and for the House?

11. Foreign Commissar ..... said before the Supreme Soviet Council that the Allies were trying to use the Finnish war

"as a starting point of war against the U.S.S.R."

12. The surgeon general of the United States Health Service is (a) R. A. Vonderlehr; (b) Thomas Parran; (c) Morris Fishbein; (d) Logan Clendening.

13. A treaty between the United States and Canada, which has been proposed several times but has never been ratified by the Senate, centers upon what famous river?

14. Name a possible Democratic candidate for president who is now secretary of state. He was born in the state of .....

15. The two languages spoken by the greatest number of people in the world are (a) German and Italian; (b) Polish and French; (c) Spanish and Russian; (d) Chinese and English.

16. What country is the largest producer of copper in Europe?

17. The statesman who was returned to power in Canada's recent election is (a) Robert J. Manion; (b) Maurice Duplessis; (c) W. L. Mackenzie King; (d) Sir Wilfred Laurier.

18. The League of Nations owes its existence to the Treaty of .....

19. Eleazar Lopez Contreras is president of what South American country?

20. .... is chairman of the United States Maritime Commission.





THE AMERICAN MERCHANT MARINE CARRIES GOODS TO THE FAR CORNERS OF THE GLOBE

INTERNATIONAL NEWS

## Merchant Marine Affected by War

(Concluded from page 1)

down the rivers and lakes of the nation or which engage in coastwise travel. These are also part of the American merchant marine.

The purpose of a merchant marine is twofold. In the first place, it is to carry a large part of the nation's sea-borne traffic, and in the second, it is to strengthen the naval defenses of the country. In time of war, the merchant marine serves as supply ships for the navy and many of the vessels may be converted into fighting craft. It is because of this second function that the government, as in other nations, has made grants of money, in one form or another, to build up an adequate merchant marine.

### During World War

At the time of the World War, the American merchant marine had declined to the point where it was carrying but one-tenth of our overseas commerce. There were only 116 American ships engaged in foreign trade. The war caused many nations to transform part of their merchant marine into warships and to withdraw part of it from the regular trade routes. The result was a shortage of shipping facilities. Cargoes piled up in the warehouses of our eastern seaports, waiting for ships to carry them across the Atlantic. The American merchant fleet was not nearly large enough to do the job.

When the United States entered the war, a feverish program of shipbuilding was undertaken. More than three billion dollars was spent in acquiring an enormous merchant marine. After the war was over, the shipbuilding program was abandoned, and for nearly 20 years the government had a difficult task maintaining an adequate and effective merchant marine.

In 1936, Congress made an attempt to attack the merchant marine problem on a comprehensive scale. It created the United States Maritime Commission and called upon this agency to survey the shipping facilities and to carry out a sweeping program to strengthen the merchant marine. The commission found that England, Germany, and Japan outranked the United States, and that the merchant marines of France and Italy were in many respects superior to the American. It found that the American merchant marine was sadly in need of being rebuilt. Nine-tenths of all vessels flying the American flag would be 20 years old or more by 1942 and thus obsolete. Obviously something would have to be done if an adequate merchant marine were to be built.

The Maritime Commission, with money provided by Congress, embarked upon a program of building 500 new ships over a period of 10 years. It ordered the con-

struction of 141 vessels, 28 of which have already been completed. Shipyards all over the country are at work on these ships—at Newport News, Virginia; Sparrows Point, Maryland; Mearny, New Jersey; Chester, Pennsylvania; Staten Island, New York; Beaumont, Texas; Wilmington, Delaware; Seattle, Washington; Tampa, Florida; Birmingham, Alabama; Los Angeles, San Francisco, and Oakland, California.

### Maritime Program

The Maritime Commission is authorized to order ships on its own account or to order them on the account of private shipping companies. Of the 141 ships ordered, 28 have been ordered for the account of private shipping companies, the remainder ordered for the account of the commission. In case the ship is ordered for a private company, the company makes a down payment equal to a fourth of the cost of the vessel. The balance is paid over a 20-year period. The commission pays for whatever national defense features are included and for the difference between the cost of construction in the United States and the cost in a foreign shipyard.

The ships ordered directly for the commission are leased to private companies for operation. The annual rate is five per cent of the cost of construction and the company has the privilege of buying the vessel any time within five years. For the most part, the commission orders vessels only when it knows that they will be chartered by private companies. Private companies have agreed to buy or lease a majority of the 141 ships ordered by the Maritime Commission.

All these ships are being constructed with a view to their possible use in wartime. The government is bearing the cost of the special features which have to be

added to make them useful for national defense. The vessels ordered include freighters and luxury liners, such as the *America*, the largest passenger liner ever built in an American shipyard, tankers, and other types. All would serve their purpose in time of war. For example, the commission plans to build two more liners about the size of the *America*, and both of these vessels will have unobstructed sun decks so that they can be turned into aircraft carriers.

Thus it can be seen that the United States Maritime Commission is proceeding with its task of rebuilding the American merchant marine, in spite of the dislocations which have been caused by the war. That the European war has created new problems is obvious, with a fourth of the ships engaged in foreign trade kept out of western Europe. How has the Neutrality Act affected American shipping?

### Effects of War

When the Neutrality Act went into effect, the American shipping companies operating with the ports of western Europe were placed in a serious position. They could obviously not continue their trade and must decide what to do with their vessels. If they left their ships idle, they would have been subjected to a financial strain which few could stand without going into bankruptcy. Thus they had the choice of either putting their vessels into service with ports unaffected by the Neutrality Act—ports in Latin America and the Far East, for example—or

of disposing of them in one way or another.

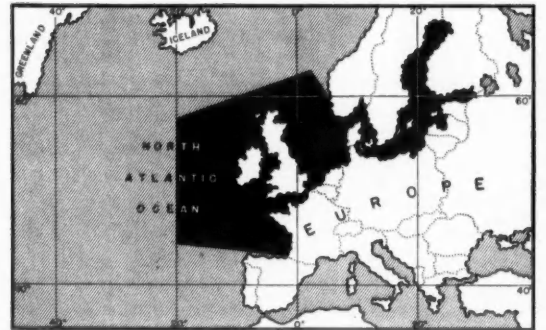
Most of the companies followed the first course. The war created a demand for shipping facilities and there was little difficulty in using the idle tonnage in other channels. Some of them were chartered for South American trade, others for commerce with Africa, India, and others. Certain of the ships were sold to foreign shipping concerns. Whatever course was followed, employment has been found for nearly all the displaced vessels.

In another way, the war has helped the United States to improve its merchant marine. Between September and March, American companies sold 90 vessels to companies in Great Britain, France, Greece, Panama, Belgium, Brazil, and other countries. Most of these vessels were old ones, approaching obsolescence. Before the war, they would have had to be sold for scrap and would have brought but five or six dollars a ton. Because of the demand for ships which the war created, these ships were sold from \$35 to \$50 a ton.

### Adjustments Made

All this does not mean, of course, that individual companies have not suffered as a result of the war. Had they been able to maintain their service with the restricted area of Europe, they would have found a lucrative business, in spite of the risks involved in trading with war areas. This trade has now fallen into the hands of foreign competitors and there is a possibility, at the close of the war, that United States vessels will have a difficult time recapturing this trade.

However that may be, the fact remains that the American shipping companies have adjusted themselves fairly well to the situation created by the war. By transferring their ships to other lines, they have taken advantage of the increased demand for shipping facilities. Most of the companies have experienced an increase in



MAP OF THE RESTRICTED AREAS FOR SHIPPING

traffic as a result of the war. Furthermore, there has been a sharp rise in freight rates—from 10 per cent in some cases to as much as 100 per cent in others. All this has naturally worked to the advantage of American shipowners as well as to that of other neutrals.

In view of the developments which have taken place since the outbreak of hostilities abroad, there is little reason to believe that American shipping will be weakened as a result of the war. The building program will be continued and will provide the United States with a better and more efficient merchant marine than it has had in a century.

**REFERENCES:** (a) *Idle Ships, Idle Men. Current History*, December 1939, pp. 8-9. (b) *Americans Ship Out!* by G. C. Stoney. *Survey Graphic*, January 1939, pp. 13-17. (c) *Freedom of What Seas?* *Fortune*, November 1939, pp. 85-87. (d) *America's Maritime Power*, by T. M. Woodward. *Forum*, May 1939, pp. 282-286. (e) *This Business of Shipping*, by G. Harding. *The Atlantic*, August 1937, pp. 237-242.

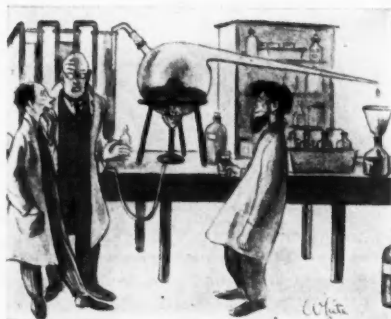
## Answer Keys

### Do You Keep Up With the News?

1. Canada. Tweedsmuir; 2. French Premier Paul Reynaud; 3. "The Grapes of Wrath"; 4. Mexico. chicle; 5. (c); 6. 1922. Benito Mussolini; 7. chemurgy; 8. (a); 9. Winston Churchill; 10. no. 35, 30, and 25 years respectively; 11. Molotov; 12. (b); 13. St. Lawrence; 14. Cordell Hull. Tennessee; 15. (d); 16. Yugoslavia; 17. (c); 18. Versailles; 19. Venezuela; 20. Admiral Emory S. Land.

## Smiles

"I'm sorry I haven't a dime," said the lady as she handed the conductor a \$10 bill.  
"Don't worry, madam," he replied politely. "You're going to have 99 of them in a couple of minutes."  
—WALL STREET JOURNAL



"Ellsworth, here, has discovered a good, cheap, simple substitute for water."  
WHITE IN SAT. EVE. POST

Actor: "When I played in Buffalo, the audience just sat there open-mouthed."  
Critic: "Oh, nonsense! They never yawn all at once!"  
—LOG

Barber: "What's the matter—isn't the razor taking hold?"  
Customer: "Yeah, it's taking hold all right, but it isn't letting go again."  
—SELECTED

"How's business?" a passer-by asked the old scissors-grinder.  
"Fine," was the reply. "I never saw things so dull!"  
—WALL STREET JOURNAL

So live that you won't be afraid to sell the family parrot to the town gossip.  
—FAMILY CIRCLE

Hollywood is a place where you spend more than you make on things you don't need to impress people you don't like.  
—JUG

Man is just an irrational creature who expects home atmosphere around a hotel, and hotel service around a home.  
—GARGOYLE